

(DRAFT)

Washington Transportation Plan Update

City & County Preservation Needs

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*This presentation is a public
record document. It is a draft
and will be revised as needed.
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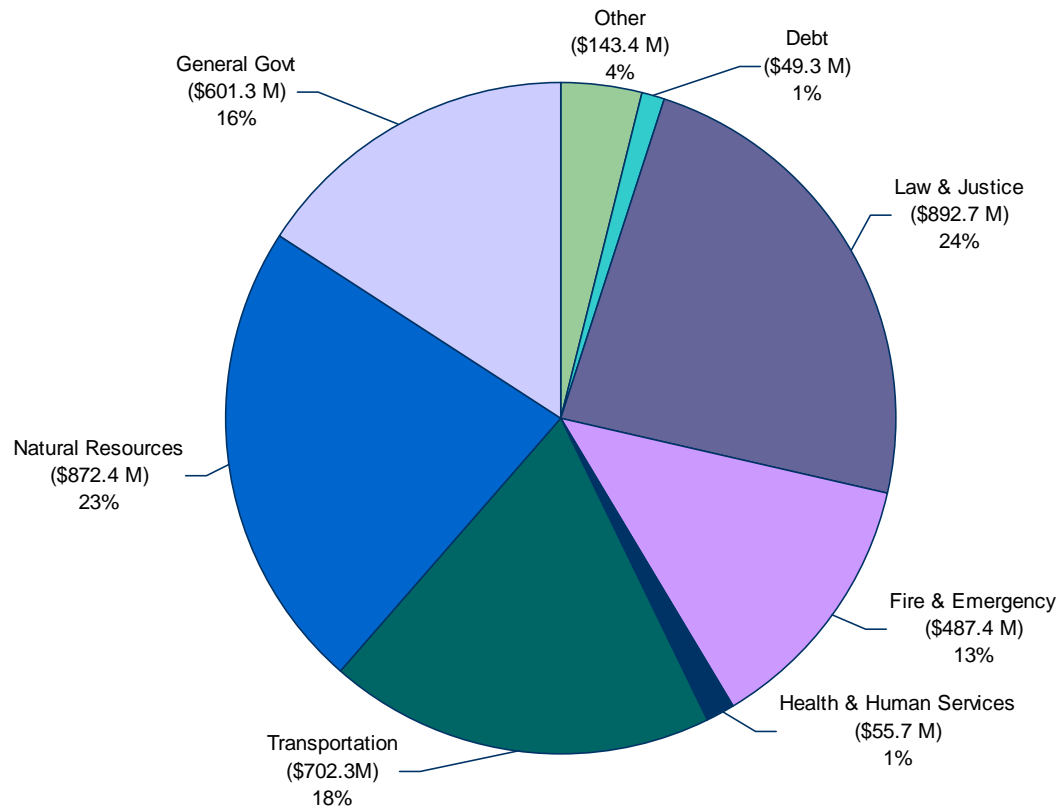


**Washington State
Department of Transportation**

2002 City Operating & Capital Expenses

(General, Special & Capital Funds)

\$3.8 Billion



Notes:

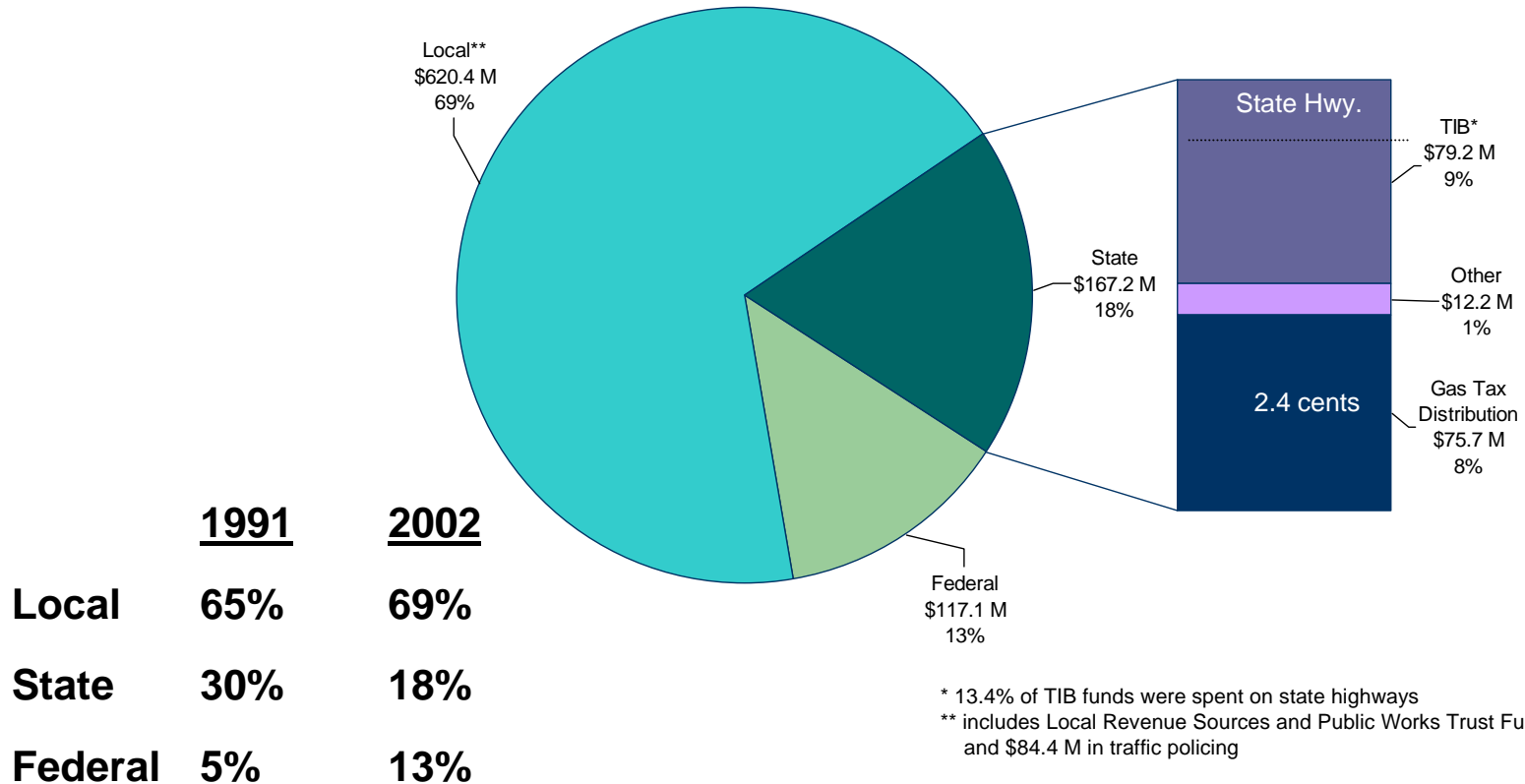
- General Gov't Includes some small Utilities.
- “Other” includes libraries, healthcare, admin, liability ins., etc.
- Transportation does not include Debt Services Fund expenses and Transit.

Source – SAO's Local Gov't Financial Reporting System

City Transportation Revenues – 2002

\$930.3 Million

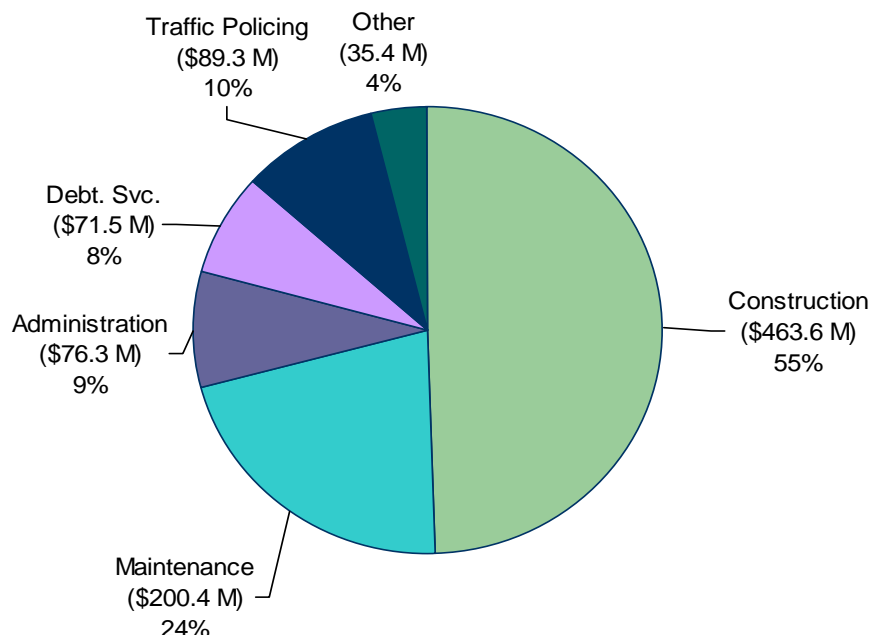
Local Funds Pay for Streets



Source = WSDOT 2002 Road and Street Report

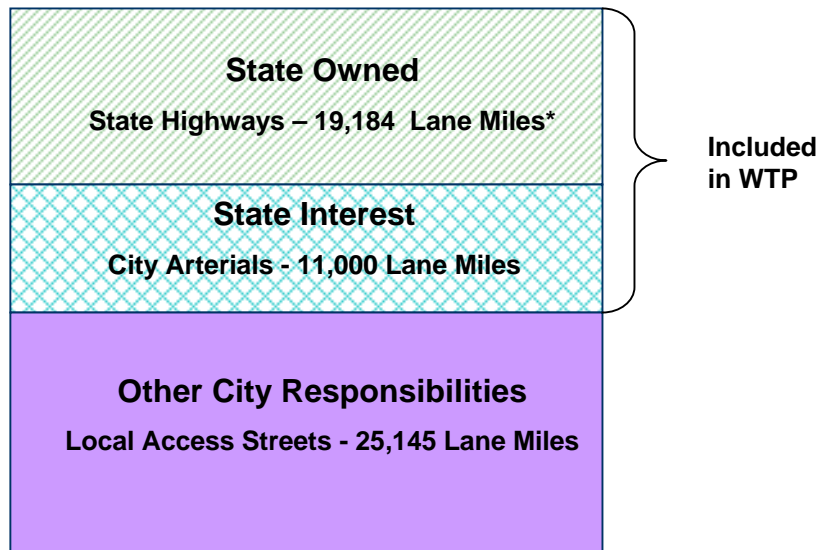
City Transportation Expenditures- 2002

\$936.5 Million



- Maintenance investments keep up with approximately 1/3 of total maintenance needs.
- Construction = Urban arterial projects. (Note: Small jurisdictions rely on grant funding for one-time big projects.)
- Source = WSDOT 2002 Road and Street Report

Roadway System included in WTP

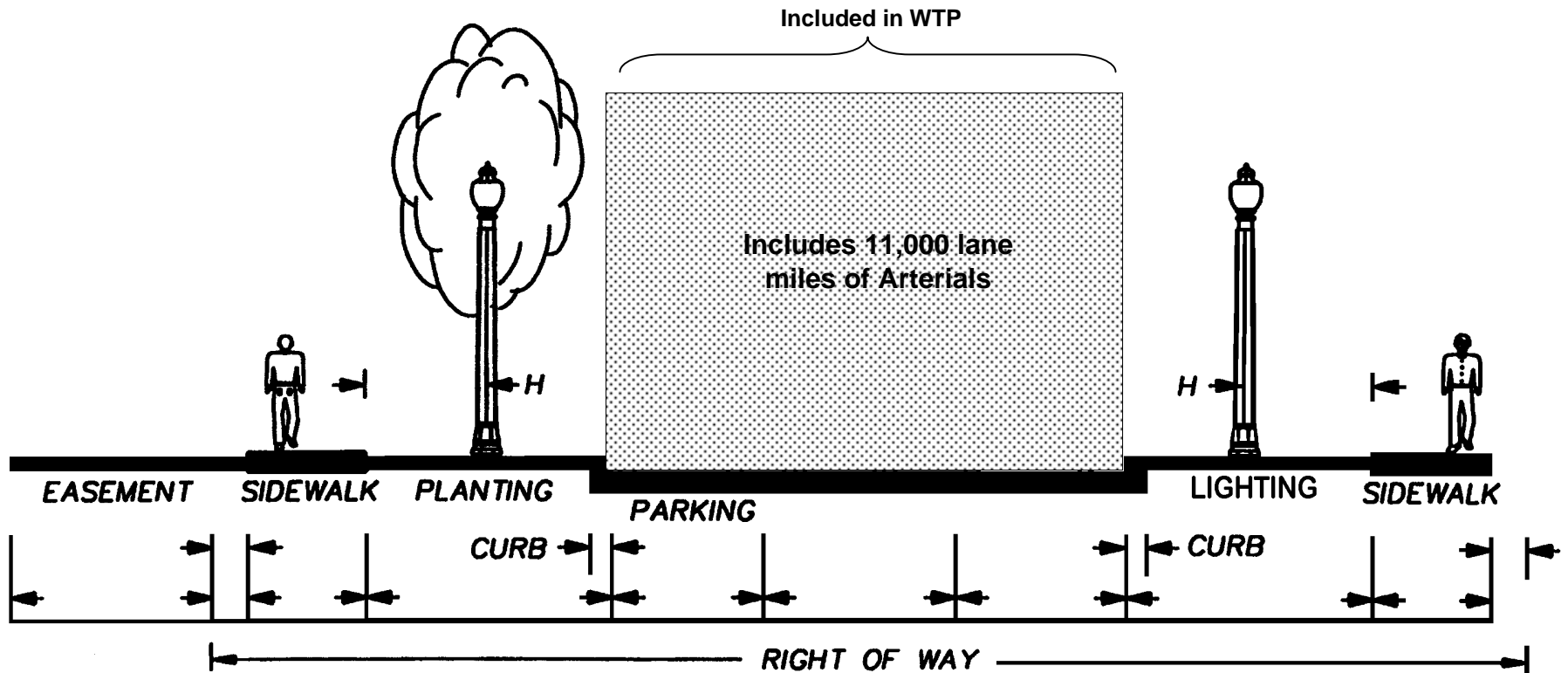


Breakout

25,600 - Asphalt (71%)
5,300 - Chip Seal (15%)
3,300 - Concrete (9%)
1,800 - Gravel/Dirt (5%)
36,000 - Total System

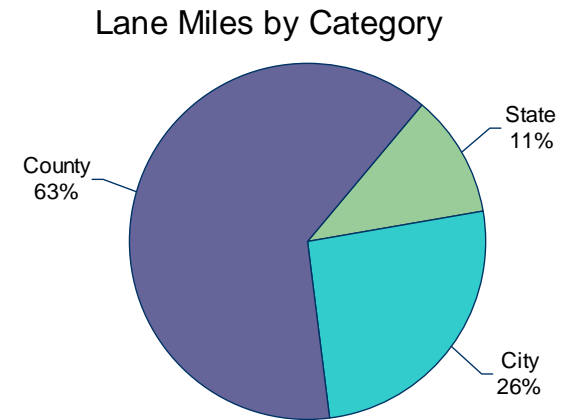
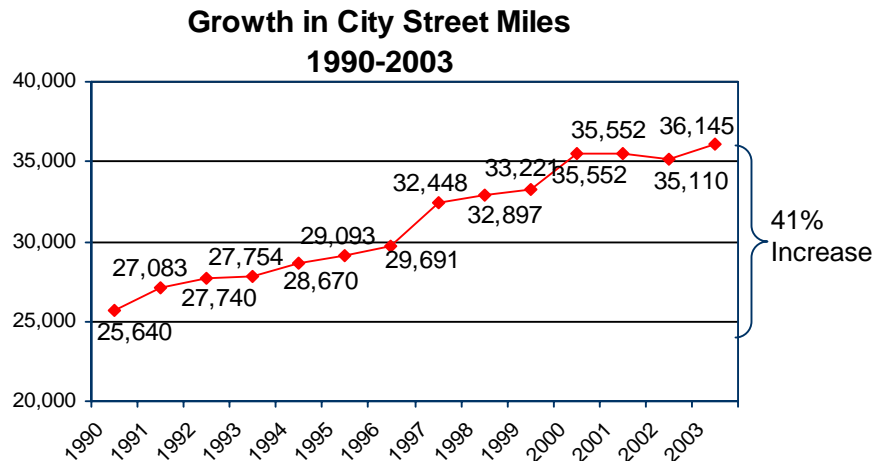
*This includes 2,228 Lane Miles which, pursuant to RCW 47.24, are the Cities' responsibility to maintain.

Typical City Street Responsibilities



- City Transportation Facilities are more than “curb to curb.”
- Cities also manage the underground utilities (water, sewer, stormwater), telecommunications and power rights-of-way activities.

City Street System



- Lane miles of city streets have increased by 10,505 miles (41%) since 1990.
- 94% of city centerline miles are paved streets.

Highway Maintenance Responsibilities in Cities

(Managed access highways*)

Cities under 22,500	City Responsibility - Operational (consistent with state laws) <ul style="list-style-type: none">✓ Street Illumination✓ Cleaning-streets, catch basins, snow plowing, etc.✓ Existing Stormwater facilities✓ Traffic and parking enforcement	State Responsibility – Structural Integrity <ul style="list-style-type: none">✓ Roadway surface and shoulders✓ Traffic Control Signals✓ Slope stability✓ State has snow plowing authority when necessary✓ Route markers, directional signs
	City Responsibility (consistent with state laws) <ul style="list-style-type: none">✓ <u>Same responsibilities as above, plus</u>✓ Slope stability✓ Traffic Control Signals	State Responsibility** <ul style="list-style-type: none">✓ Roadway surface and shoulders✓ State has snow plowing authority when necessary✓ Route markers, directional signs

*WSDOT performs all of the above maintenance activities on Limited Access Highways (i.e. I-5, I-90, I-405, I-82, etc.)

**State Highway Improvements are typically a partnership between cities and the state

Yakima – Front Street



Chehalis –No \$ for Storm Water Utilities



Spokane



City Challenges

- 61% of the state's population resides in cities; 25% of traffic volumes occur on city streets.
- Cities are the economic engine – 87% of the Gross State Product takes place in 11 cities.
- Cities depend heavily on their general fund dollars for transportation. There is increasing competition for those dollars to provide essential services such as fire and police.
- Of total city transportation expenditures, approximately 1/3 can be invested in maintenance/preservation due to restrictions.
- Competitive grants and a major portion of cities' share of the 2.46 cents of gas tax is targeted to new construction which results in deferred maintenance /preservation.

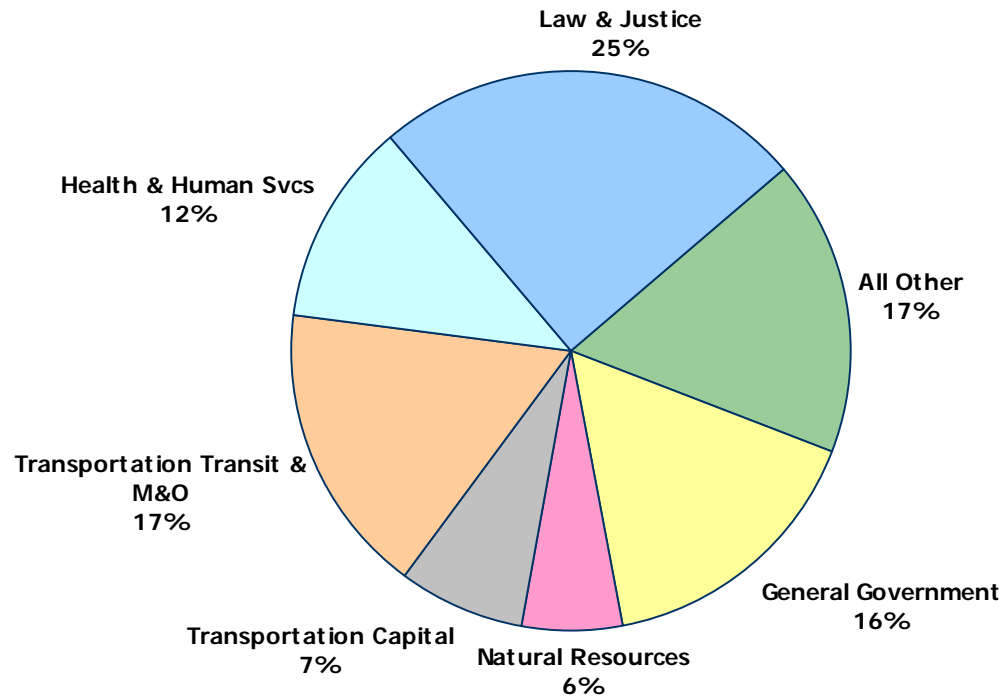
What Do Cities Need

- Additional ongoing flexible state revenue stream for essential transportation needs (i.e. arterial resurfacing and reconstruction).
- Local Options
- Increased or reinstated grant funding:
 - Small City Pavement Program
 - Corridor Funding
 - TIB Funding
- Dedicated funding for local freight mobility projects.
- Expansion/Creation of regional transportation authority.

Diversity of County Road System

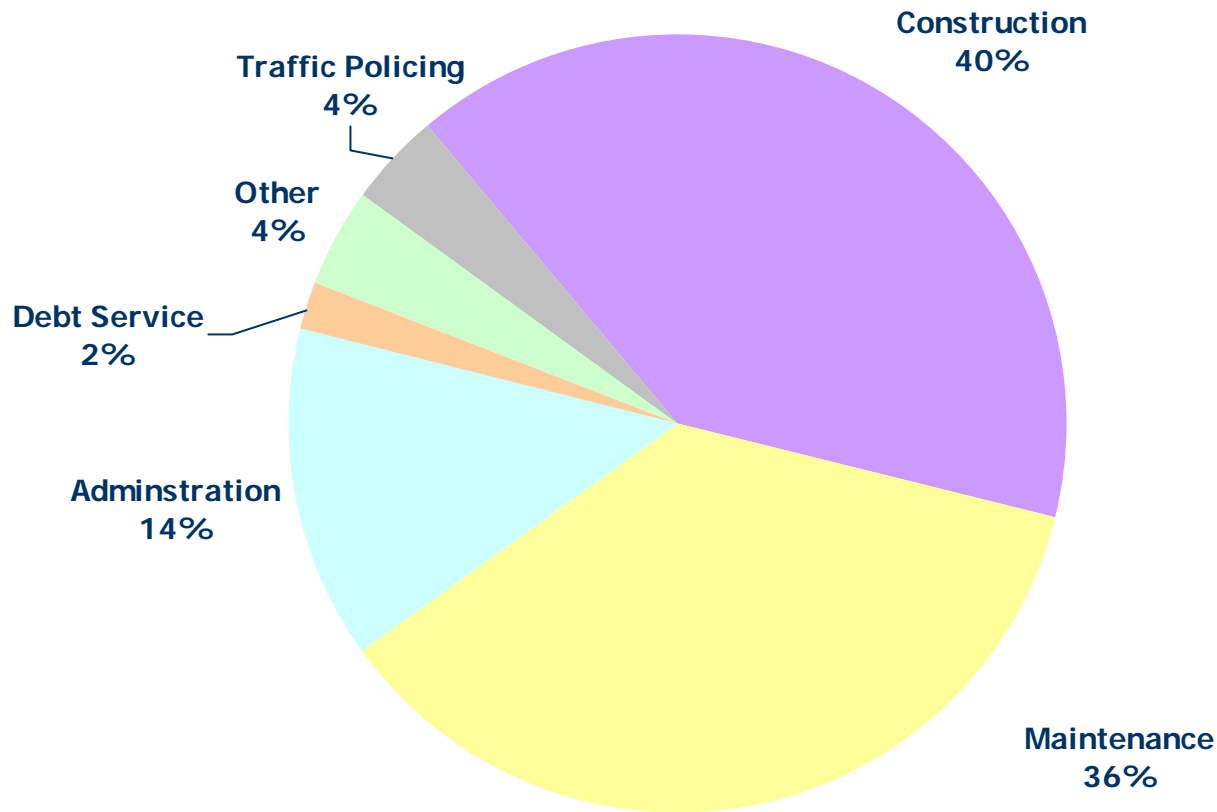
- Approximately 85,000 lane miles of roads.
 - 57,800 miles paved (68%)
 - 27,200 miles unpaved (32%)
- Freight and Goods system is comprised of over 21,000 lane miles.
 - Many of these roads have deficiencies that require closures or restrictions.
- Four counties operate ferries and they have similar operations and maintenance issues as the state system.

2002 County Expenditures



Source = State Auditor's Office
2002 Audited data from the
Local Government Financial Reporting System

2002 County Transportation Expenditures



Source = WSDOT 2002 Road and Street Report

County Road Levy Summary

- 2002 Revenue produced by full levy of \$2.25/\$1,000
 - \$386 million- if full levy applied
 - \$327 million - actual Revenue produced
 - \$306 million in revenue to the road fund
 - \$21 million diverted for traffic enforcement and other purposes

Current Preservation Programs

- Utilizing 1.03 cents of the statewide fuel tax revenue for:
 - County Arterial Preservation Program (CAPP) and
 - Rural Arterial Preservation Program (RAPP).
- CAPP and RAPP fund structural, safety, and mobility improvements on a road system of over 28,000 miles.

Rural Arterial Preservation Program

- RAPP helps finance the reconstruction of rural arterial roads, which faced severe deterioration in the wake of railroad abandonment.
- RAPP funds around \$39 million per biennium in projects.
- 2002 accomplishments – over 146 miles for \$14.7 million.

County Arterial Preservation Program

- In order for the county to receive and use CAPP funds, a computerized Pavement Management System (PMS) must be used to guide the preservation program.
- CAPP funds around \$28 million per biennium in projects.
- 2002 accomplishments- 2,804 miles of road preserved for \$13.95 million. This represents about 10% of the system.

So...

- Every trip begins and ends on a local road.
- Urban counties are using preservation funding for construction to meet growth needs.
- Rural counties are using construction money to preserve the system.
- Inflation pressures exceed road levy growth rate limits.
- Criminal justice costs are significant and are placing increased pressures on the road levy.

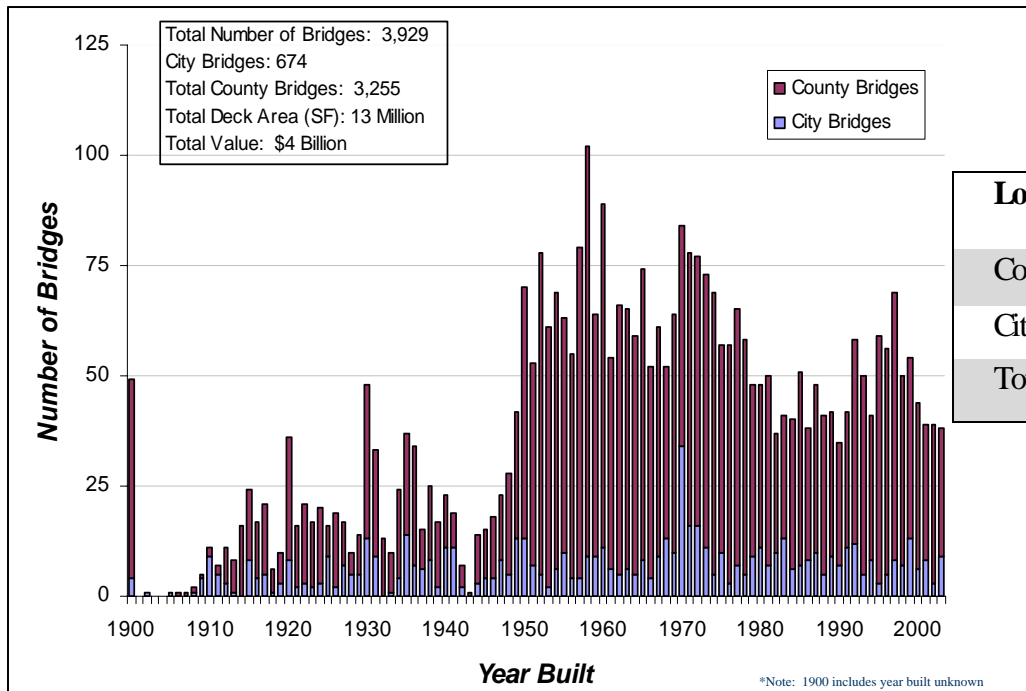
What Do Counties Need?

- We need additional program funding for preservation, maintenance, safety improvements, construction and local freight improvements in order to maintain and improve the system.
- The funding should be flexible enough to allow local electeds and professional staff to manage diverse demands.

Local Bridge and Structure Preservation

Deficient bridges

- Of the 3,929 bridges owned by cities and counties, 1,005 need replacement or major rehabilitation, with a cost of over \$1 billion.
- As bridges built in the 50's start to age, we must take measures to extend their life.
- If the next Federal Transportation Act commits the same level of resources, cities and counties will be able to maintain the same level of bridge preservation.



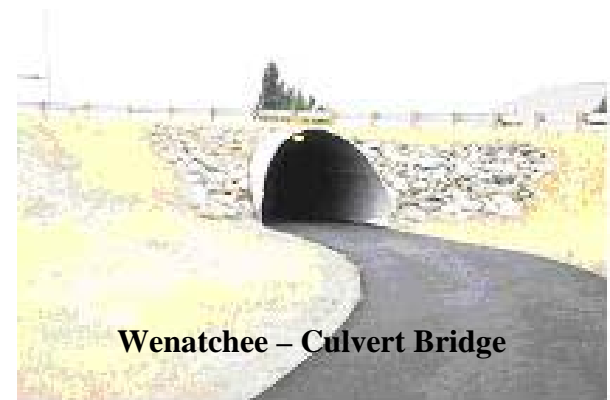
Local Agency	Total Number of Bridges	Number of Deficient Bridges
County	3255	741
City	<u>674</u>	<u>264</u>
Total	3929	1005

Local Bridge and Structure Preservation

Deficient bridges

- Bridges with high costs (e.g., Spokane St. Viaduct, Puyallup River Bridge, Spokane's Latah Bridge, Satsop River Bridge).
 - The total replacement cost for high cost bridges over 55 years old is in the range of \$300-\$600 million.
- There is no funding sources for bridges and structures less than 20 feet and a backlog is developing.

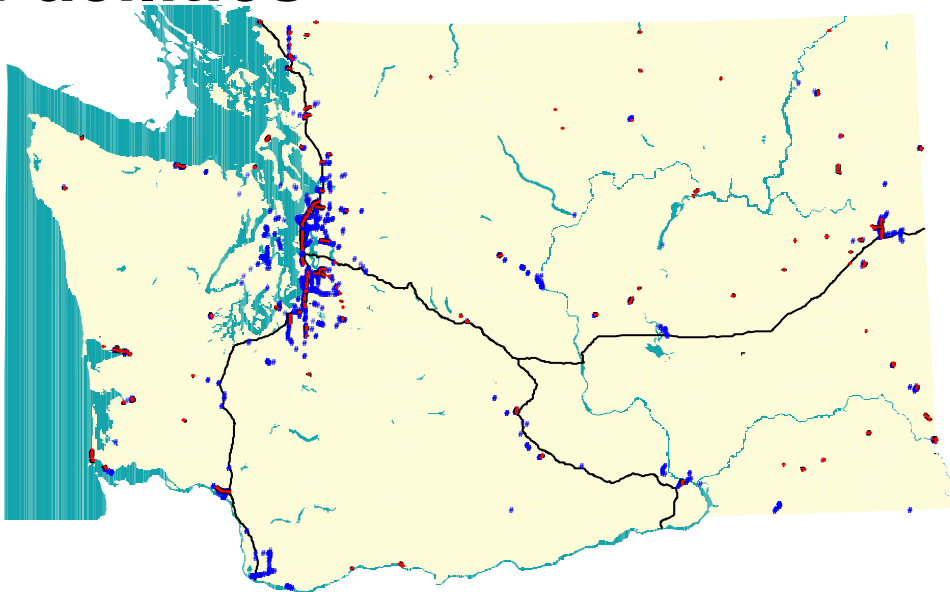
Small Bridges (<20 feet) on the Local System	
	Total Number
County	492
City	76
Total	568



Other Facilities

Pedestrian and bicycle facilities

- Cities, counties and WSDOT build and maintain sidewalks (including ADA accommodations), crosswalks, over/under passes, and trails on or near their roadways.
- Washington leads the country with 970 miles of off-road bicycle and pedestrian trails. Public agrees these trails are in good condition, however, regular maintenance needs improvement.
- There are 240 miles of sidewalk along state highways that are subject to multiple agreements for maintenance. This leads to inconsistent maintenance standards, which are further complicated by new ADA requirements.
- Working to collect more data on state, city, and county bicycle and pedestrian facilities.



Sidewalks and Signalized Crossings on State Highways

Key Points to Take Away

- Cities have no dedicated revenue source for preservation and maintenance. Programs such as WSDOT Small City Pavement Preservation Program have not been continued, which provided over \$9 million for 163 small city projects.
- Counties have CAPP and RAPP but are not sufficient to keep up with the increasing needs.
- Need adequate resources for maintaining bicycle and pedestrian facilities, sidewalks, paths and trails.
- Approximately half of the roads making up the County Freight and Goods system have deficiencies that necessitate weight restrictions and road closures during certain times of the year, making these routes unusable for reliable freight transport. The cost of upgrading these facilities is in the range of \$2 billion.
- No funding available for bridges less than 20 feet and limited funding for high cost bridges.